

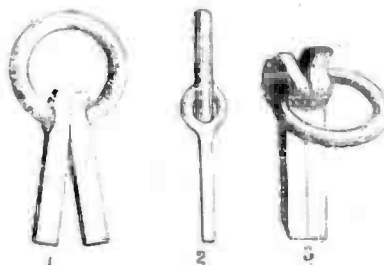
between the junction at West Bromwich, Staffordshire, to Priestfields, near Wolverhampton, was obtained by Messrs. Frost and Bates, of Wednesfield. Nine tenders were sent in; those accepted are under the parliamentary estimate, and the works are to be completed by the 1st of August, 1848.—The directors and contractors of the North Staffordshire have placed 1,000*l.* at the disposal of the Bishop of Lichfield, to be employed in promoting the spiritual welfare of the labourers engaged in constructing that line.—The works of the Victoria tunnel, at Liverpool, have been recently begun. The Messrs. Holme and Mr. McCormick are the contractors. Several acres of land are in process of excavation at Edge Hill, to be added to the present station, where there will thus be abundant space for the thousands who, in the summer season, avail themselves of the "cheap trains." The grand entrance of the tunnel is under the road leading to the Railway Hotel. It is to pass in an oblique direction across the town, being carried in a direct line under the King's Monument, Christ Church, the Friends' meeting-house, the chapel in Byrom-street, the North Dispensary in Vauxhall Road, and then under the Leeds and Liverpool Canal, to a station, comprising several acres, between Great Howard-street and the Waterloo Dock. Considerable progress has been made at the various "eyes," as they are termed, along the whole of the line. The entire costs of this gigantic undertaking, says the *Mail*, will be about 200,000*l.*—The tunnel on the Trent Valley line is driven through and nearly all bricked. All the cuttings on this line are executed, so also are all the bridges, and the whole works will be completed in a few weeks; but to afford time for the consolidation of the works, the opening will not take place till the 1st May, a more commendable course, and likely, *ceteris paribus*, to lead to results much more satisfactory to all, than any to be consistently expected from companies so eager to reap a premature harvest as those are who have lately been offering contractors premiums so tempting to hurry their works with break-neck speed into shape and action.—At the present time, says the *Preston Guardian*, "the number of trains arriving at, and departing from, the North Union Railway Station in this town daily, amounts to no less than 133; surpassed, or even equalled, we think, by no other station in the kingdom."—Many of the Highland labourers hitherto employed on the railways in the Lowlands of Scotland,—thus industriously earning a subsistence for themselves and families,—have, it is said, thrown up their employment and gone home to the distressed districts in the Highlands, where, they boast, that they will now "get plenty of porridge for nothing." The improvident and fearful fruits of such a dependence on the Government for future support are said to be also manifesting themselves in the refusal of men,—who must be without employment in these very districts, if there be any real distress there at all,—to embrace the opportunity offered them by one of the Edinburgh and Northern Contractors, while on a tour in the counties of Inverness and Argyle, to employ three hundred of them at 2*s.* 4*d.* to 3*s.* a day. He could only obtain from 30 to 40! At Greenock, too, where a number of the "distressed" Highlanders had been provided with work at 10*s.* a week each in wages, so independent of such work and such wages does their degrading dependence on "porridge for nothing" appear to make them feel, that they impudently demanded a rise of wages; and on refusal, "headed by a bagpiper," they "marched away" to their "porridge for nothing," in preference to industrious employment and 10*s.* a week!—A railway carriage, or wheeled saloon, of gigantic dimensions, is in course of construction at Hamburg for the use of the King of Prussia. It will be 30 feet in length, and from 15 to 16 feet in height. It will be furnished with an antechamber, a bed-chamber (! An unlikely circumstance, surely, that the King of Prussia should be obliged to travel all night by railway, even "in meditative fugue") a dressing-room, a chamber for his majesty's aides-de-camp, and a saloon, the whole fitted up with great magnificence, and adapted to the most improved ideas of comfort.—All the American railway shares are said to be now at a premium.—A line of electric telegraph, says a correspondent of *Galignani's*, has been

completed across the Alleghany Mountains, and it has worked admirably between Philadelphia and Pittsburg, a distance of 300 miles. The journals of Pittsburg have published the proceedings of congress of one afternoon on the following morning; and this is the case with all the news from the great cities of the Atlantic coast.—A correspondent of the *Edinburgh Chronicle* states that Mr. Rowland Hill intends to make a new and important use of the electric telegraph for postal communication.

#### RUSSELL'S "SPEEDY LEWIS."

SIR,—Through the medium of your valuable and useful journal, I beg to submit a description of the accompanying design for a *lewis*, for the purpose of speedily raising and setting stones prepared for masonry.

The ordinary lewis, so well known and generally used by masons, requires no further description than a reference to the present claims of advantage, at least in its readier application, even where small stones are specified to be lewised, which by this process can be effected in at least one-third the time, as will be seen by the accompanying sketch. Fig. 1 and 2 represent front and side view of the lewis when expanded and carrying the weight, and of which the model of the following dimensions has been tested to five tons without any symptoms of defect or inadequacy. The dowels or prongs are each four inches long, one inch wide, and half an inch thick, with proportionate shoulders to form the eyelet (for ring of three-quarter bolt iron), countersunk



on the outer side, so as to form an inclined plane for the ring to act upon, the back edge above the ring of each dowel being chamfered with a curved shoulder, to allow the lower ends to spread when the ring is raised, the hole to receive the lewis, as usual, being cut larger at bottom, or as it is termed *dove-tailed*. The lewis is simply inserted, as shewn in figure 3, and by raising the ring the lower ends expand, as described above; and upon lowering the same, it is immediately released without the tedious process of knocking out the pin, bolt, shackle, and the centre dowel of the ordinary lewis. Provision is also made in case the lewis hole, by error or ignorance, should be cut too large; the ring being of egg form, by reversing the smaller end downwards the dowels or prongs become more extended, by which means the evil is obviated without inserting slips of iron or lead, as usually applied at the risk of flushing the stone or giving out of the lewis.—I am, Sir, &c.,

H. H. RUSSELL.

#### RESTORATION OF CHICHESTER CATHEDRAL.

AN appeal to the Inhabitants of the diocese for assistance in this work has been issued by the dean and chapter, shewing strong claims to their co-operation. Much has been done at a heavy cost to the chapter; the estimated sum now required is 22,000*l.* This does not include some alterations in the choir, concerning which the following remark is made in the appeal:—

"The dean and chapter are sensible that the actual choir is not in all respects what might be desired. But they feel the greatest reluctance, at the present time, to propose any definite plan for its alteration. This is a department of cathedral architecture in which much information and experience are yet to be acquired. The dean and chapter at present can do no more than express their entire conviction that the most magnificent church which serves merely to gratify the eye of taste has

entirely missed its proper end and object.—And greatly will they rejoice, if, after some longer time for observation, they shall be able to devise a plan, whereby, without violating the rules of architectural fitness, a larger portion of their fabric may be made more directly available toward the great purpose for which every church is designed,—the worship of Almighty God."

We are not quite certain that we understand exactly what this means, we should like to do so.

A large recessed and canopied arch, ordered to be raised by Mr. John Abel Smith, M.P., to the memory of his late father, is now completed, except the effigy, which the sculptor, Mr. E. Richardson, is now engaged upon. It is placed under the great window in the south transept, opposite to St. Richard's shrine and tomb, and near to the recessed canopied tomb of Bishop Langton. It is at length decided to insert a triplet in the Wren-mullioned window, so long a disfigurement at the west end of the cathedral.

#### KENSINGTON WORKHOUSE COMPETITION.

SIR,—My attention having been drawn to two or three letters in *THE BUILDER* respecting the competition for building the proposed new workhouse at Kensington, in which the good faith of your correspondent G. H. S. is impugned, I have the honour of forwarding to you the following plain statement of facts respecting the plan now adopted by the guardians.

Mr. Allom estimated the original plan without the chapel at 2,700*l.*; when the tenders were sent in for building the same, they ranged from 13,700*l.* to 17,500*l.* Mr. Allom, who was present when the tenders were opened, then accounted for the difference between those tenders and his own estimate, by stating that he had discovered an error in the quantities of the person employed by the builders to take them out, to the amount of at least 500*l.* in one of the trades, namely, the bricklayer's. It is true that he had communicated this discovery to the guardians before the tenders were sent in; but it is absurd to suppose that your correspondent G. H. S. meant to insinuate that he could have discovered this error only at the moment the amount of the tenders was briefly read over to him. I requested Mr. Allom to inform me what were the other trades concerned in this error, and he replied, "the principal ones are the carpenter and the mason." I then observed, "Allowing 1,500*l.* for these trades, Mr. Allom, the lowest tender will still exceed your estimate by 3,500*l.*"

The guardians, or rather the building committee of the guardians, then concerted with Mr. Allom to reduce the expense of his plan, and in my presence, the vice-chairman of the board assured the Poor-law Commissioners, that Mr. Allom and one of the builders who competed for the work had undertaken to carry the amended plan out for 9,200*l.*, and that that undertaking was so strong, that it was almost as good as a tender. I ridiculed the idea, and appealed to the common sense of the Poor-law Commissioners, whether they could believe such a statement. But the Poor-law Commissioners bowed civilly, and proceeded to adopt it, and to calculate and reason upon it.

When the tenders for the reduced plan were sent in, they ranged, as I expected, from 11,000*l.* to 13,000*l.* in round numbers. Mr. Allom accounts for this now by additions, which are explained to me to be that of 1950*l.* for the relieving officer's store-room and office-rooms essential to our parochial provisions for the poor, which must be provided for at a greater expense elsewhere, if not included in the workhouse, and without which the new workhouse would have been inferior to the present one, which is in some measure provided with them.

Besides this addition there was a sum of about 170*l.* or 180*l.* for a superior kind of brick for parts of the building.

I am, Sir, &c., JOHN PERCEVAL,  
Guardian of the Parish of Kensington.  
Camden Cottage, Kensington,  
Feb. 20, 1847.

LECTURES ON ARCHITECTURE.—Mr. T. L. Donaldson commenced a course of four lectures on architecture at the London Institution, on Thursday last. The works of the Egyptians formed the subject of the first lecture.